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NOTICE TO CORRESPONDENTS.

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BIRTH.

On the 20th September, at Hongkong, the wife of S. J. GRANGER, I.M.C., Lappa, at 2160.

MARRIAGE.

On the 27th September, at St. Joseph's Church, by the Rev. Father of Agostini, GEORGE WILLIAM GREGG, of Farnham, Hants, to EDITH JOHNSON, eldest daughter of Mrs. Lee, and a Creole of Trinidad, W.I. West Indian papers please copy. 267.

DEATH.

On the 21st September, at PENANG, ALEXANDER HORATIO STEPHENS, of MacAlister & Co., Singapore and Penang, aged 34 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VEGE ROAD CL.
LONDON OFFICE: 121, FLEET STREET, E.C.

HONGKONG, 1st October, 1902.

THE present year has been one of terrible catastrophes in the matter of seismic disturbances, but perhaps none have been more mysterious than that just been announced in Reuters' telegram of the 27th September. According to this a cyclone and tidal wave have devastated a town called Modica, in Sicily, causing the death of some three hundred people, whom, owing to the cemetries having been turned into waves of mud, it has been impossible to bury. The most curious point is that Modica is not a coast town, but lies about ten miles from the south-east coast of Sicily and thirty-two miles west-south-west of Syracuse. It is evident therefore that if Modica is the town actually ravaged (and the repetition of the name in Reuters' despatches should preclude the possibility of an error), the disaster which overtook it must have been of unprecedented force. Catania, on the East coast of Sicily, which had a less severe visitation at the same time, is a coast town, so that its misfortune is less remarkable. The wave which visited Modica was no doubt connected with the activity announced in the cases of both Etna and the Stromboli volcanoes and is only part of the disturbances which have visited during the past few months the West Indies, Central America, even parts of the United

States, Kuntetha, the Bonin Islands, Central Europe, and now Italy and Sicily. Of these volcanic and seismic troubles the West Indian, of course, stand out alone in degree of horror. Nothing since the overwhelming of Pompeii and Herculaneum in A.D. 79, which buried those cities for eighteen hundred years, has equalled the magnitude of the Martinique and St. Vincent disasters. But of recent catastrophes caused by tidal waves the fate which has now befallen Modica recalls the awful mishap to Galveston, Texas. As far as we know, and as indeed we should imagine from its inland situation, Modica has escaped the annihilation which overtook the Texan city. Yet the phenomenon, judging by the meagre accounts which we have so far received, 1902 will long be remembered in the history of the world as a fatal year. The tremendously wide area of the disturbances and the magnitude of the death-rate in certain parts make it sadly memorable. The study of geology has not yet advanced sufficiently to assist us at all in understanding the reason of the sudden outbreak. Within certain limits it is possible to obtain warning of the possibility of volcanic eruptions or earthquakes a little in advance of the occurrence. Apart from this we still seem unable to guard against such terrific manifestations of natural force. The only moral which can possibly be deduced is that the neighbourhood of a volcano is always dangerous; but the possession of this knowledge has never hindered the settlement of people in the regions liable to such disturbances, nor with the increase of the world's population is it ever likely to do so.

The only cases of communicable disease reported in the Colony last week were of cholera, all Chinese in Victoria. Two of the victims died.

A general meeting of members of the Hongkong Branch of the China Association will be held on Monday next, at 4.30 p.m., in the Chamber of Commerce.

At the Magistrate's yesterday a Chinese washerman from America was fined for being in unlicensed possession of a revolver and 50 rounds of ammunition.

The police reported yesterday that a grass fire broke out on Cheung Chau Island on Sunday afternoon, resulting in damage to the extent of \$1,300. A number of trees was destroyed.

Intending subscribers to S. Andrew's Ball are asked to forward their names to Mr. David Wood, the Hon. Secretary, at their earliest convenience. All Scotsmen belonging to the Civil community, the Navy or the Army may subscribe.

A second edition of *The French in Tonkin and South China* is almost finished and will be published in a few days. The book has been revised and the illustrations improved, though the Chinese printer is not yet well acquainted with the art of producing half-tone illustrations.

We are informed that on Saturday, 13th inst., the Hongkong Regiment will be inspected at Happy Valley by H.E. the Governor, Sir Henry A. Blake, G.C.M.G., prior to their departure for India for disbandment. On the Sunday following a detachment will convey the regimental colours to St. John's Cathedral, there to be finally deposited.

Mr. J. Lacock, the manager, announces that the new bungalow at Bay View Hotel will be opened to-day.

Four men were charged with hat-snatching in the Mixed Court at Shanghai on the 26th ult. One of them had been caught in a pawnshop with a hat on which he wished to obtain a loan. The police said there was a band of these thieves and they believed one of the prisoners to be a leader. Four foreign victims appeared to testify against the prisoners, two of whom were sentenced each to 500 blows, one month's gaol, six months' imprisonment, and deportation, and the chief offender to the same punishment except that he will remain in prison for a year. The remaining man will go to prison for three years, his offence including assault upon a Japanese whom he attacked and robbed of \$15 in Miller Road last May.

By a misprint, we were made to say in yesterday's issue that the tie-rod of the two houses in Kowloon City Road whose fatal collapse is now being officially enquired into possessed a breaking strain of 61 tons, whereas that strain in reality was only 31 tons. Mr. H. W. Looker, solicitor, who is appearing for the architects of the houses, Messrs. Leigh & Orange, made the oversight the occasion of a renewed application for the suppression of the publication of the proceedings—an application that was again refused by His Worship, Mr. F. A. Hazland—and in this connection we desire to say that if our reports are to be criticised in open Court and made the basis of such an application as that referred to, a fair opportunity should be afforded pressmen of accurately recording the progress of the enquiry. The acoustic properties of the Magistrate's, where the enquiry is being held, are not so perfect as to warrant the adoption of what is known in the newspaper world as the "confidential" method of giving evidence (where the witness speaks for the benefit of the Bench only), especially in a case presenting so many technicalities as the present one. If that method be followed, the newspapers cannot justly be held responsible for any inaccuracies that may creep into their reports.

L'Echo de Chine reports the organising of companies of mounted police at Saigon, Paompenh, and Hue.

Mr. W. W. Sheat, formerly of the Selangor Service, has, it is said, recently received a very good offer from a firm of London publishers and he has accepted it. He will be connected with the literary department.

H.M.S. *Albion* will leave Shanghai for the South in the early part of this month, on the spring tide. H.M.S. *Pique* will probably remain in Shanghai until December. H. M. cruiser *Edips* is at present on the Yangtze. The battleship *Glory* has left Weihaiwei for Japan.

An official telegram to the Japanese General Staff Department states that Major-General Fukushima is suffering from fever at Umbulab, but the latest report says he is better. Dr. Tanaka, Medical Officer of the First Class, and a male nurse were instructed to proceed to India by the *Asa Maru*, which sailed from Kobe on the 24th ult.

Messrs. More & Seimund inform us that, referring to the paragraph published in yesterday morning's issue with reference to the barque *Annie H. Smith*, they are requested by Capt. Park of the ship *Luzon* to inform us that the barque that was spoken by the *Big Bonanza* in distress, was not the *Annie H. Smith*, but the same American ship *Luzon*, which is now in Hongkong Harbour.

A Nanking (Ahwei) despatch states that it is rumoured in mandarin circles that Governor or Nien of that city may probably be promoted to be Governor of Kiangsi, vice Li Heing-jui, transferred to Kwangtung, when Ko Fong-shih, Provincial Treasurer and now acting Governor of Kiangsi, will be promoted acting Governor of Anhwei. It is also reported in the above connection that Chao Erh-sun, now Treasurer of Shansi, may be transferred to the Anhwei Provincial Treasury.

The *Siam Observer* writes:—"As yet the Singapore Press has not proved any one of its allegations against Siam, and the principal effect of its anti-Siam campaign has been to arouse the wonder as to what can be moving it to pursue a line of criticism not only hostile to Siam but diametrically opposed to British Imperial policy." The same journal also says, with reference to the remarks of a Singapore paper about the rumour of the poisoning of the Rajah of Patani having proved untrue, that if the paper were dealing with private parties within British jurisdiction instead of with the Government of Siam, it could not publish false charges of poisoning with the same impunity.

The N.C. *Daily News* hears from Chinaga, under date the 17th ult., that the threatened break in the Yellow River, of which its correspondent wrote some days ago, took place on the 10th September, about three or four hundred ft. north-east of Chinaga, in the prefecture of Wutzing, county of Li Chin. Fortunately, this is not far from the mouth of the river, so it may be hoped that not much damage has been done. It was reported that only six or seven villages had been flooded, but many people had been drowned. This is probably exaggerated, and not many have really lost their lives, especially as abundant warning was given of a threatened break.

In the Singapore Government Gazette on the 19th ult. appeared a report by Mr. Pierce, in which he deals with the water famine. He writes:—"Putting loss by evaporation at 75,000 gallons per day, and ordinary consumption at 2,500,000, the daily drain on the available storage is 3,250,000 gallons, and therefore 93,320,000 gallons represents under present conditions about a month's supply. Last year the water in the reservoir continued to fall till October, when its lowest point for that year was reached. Assuming that similar conditions obtain this year, it is quite obvious that every precaution must be taken to enable the water department to tide over the difficulty. In the face of these figures it ought not to be again necessary to enjoin the greatest economy on the public."

On the 20th ult. the foreign Ministers to Seoul held a meeting at the Japanese Legation to consider what measures can be adopted to combat the outbreak of cholera. It was resolved to urge the Korean Government to adopt strict measures, and to recommend the Government to place the work under the superintendence of Mr. Sands, American Adviser, and other foreign doctors. The disease is very prevalent in Seoul and several well-known men have fallen victims to it. Kin To-ki, Russian interpreter, was one of the victims and it was his death that caused the authorities to decide to postpone the celebration of the 40th anniversary of His Majesty's accession until next spring. The Korean Sanitary Department has decided to engage foreign medical men to advance the cause of public sanitation.

BOWLING.

The final for the President's Cup in connection with the Kowloon Bowling Club competitions was played yesterday afternoon in fine weather, and resulted in a win for Mr. A. Laverton, who defeated Mr. J. Macdonald by 21 to 17, the latter, who had a good lead at the start, throwing away his chances by driving. The detailed scores were:—

Mr. Laverton—0 0 0 4 0 1 1 1 0 2 0 0 2 1 3 1 0 2 3—21.

Mr. Macdonald—2 1 4 1 0 2 0 0 1 1 0 1 2 1 0 0 0 1 0—17.

The cup, a handsome English silver trophy of the value of \$30, becomes the property of the winner, and will be formally presented at the annual general meeting of the Club about a fortnight hence. Mr. Macdonald gets a silver photo frame. Both players are left-handed.

TELEGRAMS.

"DAILY PRESS" SERVICE.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 29th September, 7.45 p.m.

PROBABLE NEW TERMINUS FOR P. & O. STEAMERS.

The *Shipping Gazette* states that there is strong ground for believing that the Peninsular and Oriental Steam Navigation Company will shortly abandon London as the home port. Four vessels are now being built which are unable to enter the Albert Dock. It is understood that the directors favour Southampton as the home terminus.

[The four vessels mentioned as now building are presumably the *Albatross*, *Mongolia*, *Marinera*, and *Macdonia*, each of 10,000 tons register and 11,000 effective h.p. At present the largest of the P. & O. fleet is the *Persia*, the registered tonnage of which is 7,951. No information is obtainable locally as to the proposed abandonment of London as the Company's home port. If it does come to pass it will only be another illustration of the deterioration of the Thames under the rule of the present inept Conservancy Board. In the circumstances, the recommendations of the Royal Commission, which recently sat upon the subject and proposed a sweeping re-constitution of the Board, cannot be too soon carried into execution. This matter was dealt with at length in our leading article of the 3rd ult.—E.D. P.]

THE NEW LORD MAYOR.

Sir Marcus Samuel has been elected Lord Mayor of London.

REUTERS' SERVICE.

LONDON, 27th September.

TERRIBLE RAILWAY ACCIDENT IN FRANCE.

The Lille-Paris express was derailed at Arles this morning, whilst crossing the points at high speed. Twenty passengers were killed and fifty injured, many fatally.

CYCLONE AND TIDAL WAVE IN SICILY.

A cyclone and tidal wave have devastated Modica, Sicily. A hundred bodies have been recovered, and there are numbers of persons missing. Catania was also visited, but less severely.

MORE VOLCANIC ACTIVITY.

Mount Etna is again showing signs of activity. The volcano of Stromboli is also active.

LONDON, 28th September.

THE CLOSING OF FRENCH CONVENT SCHOOLS.

General Frater has been placed on half pay in connection with the closing of convent schools in France.

[General Frater was the commander who relieved Lieut.-Col. de Saint Remy of his command for refusing to assist in closing a nunnery school at Lanouen, Brittany.—E.D. P.]

BAD NEWS FOR SMOKERS.

The British and American Tobacco Trusts have amalgamated and formed themselves into a new British-American Tobacco Company. The former Trusts agree to respect each others' domain, but will combine to compete for the trade of the rest of the world.

[A *Shanghai Times* telegram of the 19th ult. anticipates Reuters. It runs as follows:—"English tobacco manufacturers have decided that there is little satisfaction in carrying on the fight they have made against the American invaders of this field. They found it a costly undertaking, involving continued loss with no chance of repair. The American company had the larger capital and was most lavish in its use to capture this market. The result was that consumers have enjoyed bargain prices in tobacco ever since the contest began. Intimations were heard some time ago of negotiations for a truce, but they provoked emphatic denials from both sides. It appears now that they had substantial foundation and that advances were met half way by the visitors. The *St. James's Gazette* announces that negotiations have been carried to successful issue, and that the Imperial Tobacco Co. and the American Trust have agreed to join forces in a huge combine for the control of the English market."

LONDON, 29th September.

THE CYCLONE IN SICILY.

Upwards of three hundred lives have been lost at Modica, Sicily. The corpses are still in the churches, as owing to the cemetries being buried in waves of mud, interment there is impossible.

MARTINIQUE.

The volcanic disturbances in the island of Martinique have apparently ceased, but the northern region is declared unsafe.

THE COAL-MINERS' STRIKE IN AMERICA.

A coal famine is threatened in America,

owing to the prolonged strike of the anthracite miners, which has now lasted for twenty-one weeks. There are yet no signs of a settlement being arrived at, and the miners are confident of success.

Twenty-one murders have been perpetrated during the strike.

SOUTH AFRICA—LORD MILNER'S TOUR.

Lord Milner's recent tour through the Western Transvaal has had highly beneficial results. It has removed many erroneous impressions on the part of the Dutch, who are now generally resigned to British rule, and anxious to do their best for the country.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 20th September.

A BIG FIRE.

It is a custom in Canton about this time every year to fight crickets for the purpose of gambling. It is much the same as cock-fighting in Manila, for large sums of money are staked. In a place named Pa Chow, not far from here, about two hours' voyage by steam launch, there are some large mansions for theatricals, restaurants, and cricket-fighting, and large numbers of flower-boats went there to accommodate the gamblers. About 2 o'clock in the morning of the 20th inst. the theatre caught fire, the flames spreading all round and burning the mansions and all several flower-boats. A large number of people were killed, estimated at from one hundred and fifty to two hundred. It is suspected to be an act of incendiarism by some thieves, who went there to follow their profession.

THE NEW VICEROY.

It is customary in China that to be a viceroy or governor of a province one must be old and possess great experience in official affairs. H. E. Li Hing Yui, the provincial governor of Canton, is 78, five years older than H. E. Tak Sow, the Acting Viceroy. But he is still strong and healthy.

AN AGRICULTURAL COLLEGE.

Last year an agricultural institution was established by permission of the Viceroy in Honan. It was under the management of Yip Man Chun and others. By the sale of its property this institution was making a good load of money. Somehow or other the partners disagreed, and one of them petitioned the Viceroy, and by order of His Excellency the institution was closed and its business stopped. Seeing that a good chance of making money was thus lost, fresh arrangements were made among the partners, and the institution has now been reopened.

A DISAPPOINTED JUDGE.

A certain graduate of the district of Sun Ui, by name Chan Sew Shang, is rich, and is consequently one of the best friends of the late governor of Kwangsi. The latter appointed him a provincial judge in Kwangsi. The officials here heard of this news and were very much surprised, as he has not passed through all the necessary gradations of rank to be appointed to such a high position; so three days after his appointment the newly appointed governor of Kwangsi, Wong Chee Chon, ordered Chan to take the seals of office to Wuchow, and hand them over to another of the new Kwangsi judges.

ANOTHER COLLAPSE ENQUIRY.

At 2.15 p.m. to-day, before Mr. J. H. Kemp, Acting Police Magistrate, an official enquiry will be opened into the circumstances attending the collapse of a house at 56, First Street, on 29th July last, when one life was lost.

THE BLAKE PIER SHELTER!

The need for the provision of a shelter of some kind at Blake Pier has in all conscience made itself severely felt during the rainy season. Yesterday forenoon while hundreds of people were waiting the arrival of the Volunteers, under a blazing sun, the clamant necessity for a shelter was more than ever accentuated. A correspondent suggested that if the P.W.D. are so overtaxed as not to be able to undertake the erection of a substantial covering, the long-suffering public would be only too willing to subscribe half-a-dollar or so ahead and run up a bamboo roof "on their own." It certainly might relieve the pressure on the P.W.D.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Ernest Simon*, with the next French mail, will leave Saigon to-day, at noon, and is due here on the 4th inst., a.m.

The C.P.R. steamer *Empress of Japan* arrived at Nagsasaki at 3.30 p.m. on the 29th ult., and left again at 3 a.m. on the 30th for Kobe, where she is due to arrive at 8 a.m. to-day.

The T.K.K. steamer *Hongkong Maru*, from San Francisco to the 11th ult., via Honolulu, leaves Yokohama for this port, via Inland Sea, &c., to-morrow.

The E. & A. steamer *Australian* left Sydney on the 27th ult. for Timor, Manila and this port, and is due here on the 21st inst.

The "Barber" Line steamer *Dorcas Knight*, from New York and Boston, left Manila on the 29th ult., and is expected here to-morrow.

The N.P. steamer *Brooklyn*, from Japan, China and Hongkong, arrived at New York on the 29th ult.

The N.Y.K. steamer *Awa Maru* (European Line) left Shanghai for this port on the 29th ult., at 10 p.m., and is expected here to-morrow.

The N.P. steamer *Duke of York* sailed from Tacoma for Japan and Hongkong on the 29th ult.

The Boston Tea Boat Co.'s steamer *Whitby* left Yokohama for this port on the 28th ult. The N.P. steamer *Chrysanthemum* left Vladivostok for Hongkong on the 27th ult.

The Boston Tea Boat Co.'s steamer *Pleasant* left Port Arthur on the 26th ult. for Hongkong.

RETURN OF THE CORONATION CONTINGENT.

ADDRESS BY THE GOVERNOR.

The Hongkong Coronation Contingent arrived back in the Colony yesterday by the *Empress of Japan*. They left for London on the 14th of May, so that their absence has extended to just four months and a half. On their departure the Contingent numbered 87—42 Volunteers, 14 men of the Hongkong Regiment, 8 of the H.K.S.B.A., 15 of the 1st Chinese (Wahaiwai) Regiment, and 8 of the Submarine Mines (Chinese). Their voyage to England via Canada and their subsequent movements in connection with the Coronation celebrations have from time to time been dealt with in our columns in chronological sequence by our correspondent with the Contingent, so that nothing remains to be told but the story of the voyage home. And it is in effect just a repetition of the narrative of their home-going. Everywhere they met with the utmost kindness and consideration; especially do they bear pleasant memories of the reception put along the people of Canada; the journey across the Pacific was uneventful, though pleasant, and all arrived in good spirits and looking remarkably fit. There is no doubt that the Contingent had to "rough it" a bit, but any slight hardship which had to be endured seems only to have concentrated the pleasures which on the whole attended the trip. To the Volunteers' special word of praise is due for their admirable behaviour under the unwelcome strain of military discipline; for so prolonged a period their officers have nothing but good to say of them.

It was only the nature of things that the Colony should be early made acquainted with the pleasurable excitement of welcoming back their representatives. The *Empress* was signalled at five minutes to seven o'clock and she steamed to her berth about an hour later. Several launches went up the Harbour to meet the steamer, and no sooner was she at the quay than many other launches put off with friends of the members of the Contingent anxious to shake hands at once and impart of delay; while Blake Pier was soon crowded with people, the white dresses of the ladies and the brilliant uniform of the band of the Hongkong Regiment leading the necessary picturesque effect to an animated spectacle. The drum and fife band of the Volunteer Corps was also in attendance to receive the Contingent. It was twenty minutes to ten when the launch conveying the Contingent steamed alongside Blake Pier. Among those on board was Major Pritchard, the Commandant who had gone off to the *Empress* to meet his men. On the Pier the Contingent were met by Major Danny, D.A.A.G., Chief Staff Officer. As the party disembarked they were immediately surrounded by friends and acquaintances and hand-shaking was the order of the day. But little time was available at this stage, for almost immediately the command was given "Fall in," and headed by the combined bands the Contingent marched off to the New Parade Ground, followed by a large crowd of spectators.

There the Contingent were lined up, and a preliminary inspection was made by Colonel L. F. Brown, R.E., Officer Commanding the Troops, accompanied by Major Danny and Major Pritchard. H.E. the Governor, Sir Henry A. Blake, G.C.M.G., with his A.D.C. (Captain Archibald M.V.O.) and Lady Blake, arrived at a quarter past ten and was received with a royal salute and the National Anthem and met by the Officer Commanding the Troops and Staff and the following officers:—Colonel Johnson, C.M.G., C.B.A.; Major Pritchard; Major Barger, Commanding H.K.R.; Captain Morris, H.K.S.B.A.; and Lieut. Walker, R.E. The Contingent was under the command of Major Chapman, H.K.V.C., who had with him Lieut. Armstrong, and Subaltern Major Sarder Khan, B.A.S.A., C.B.A. Commanded the detachment of the Hongkong Regiment and with him was Junior Atani Khan, recently promoted from non-commissioned officers, and was H.K.V.C., 2 officers, 14 non-commissioned officers and men; H.K. Sub-mining Engineers, 6 non-commissioned officers and men.

Having inspected the party, His Excellency said:—"Major Chapman, officers and men of the Hongkong Contingent, I am glad to welcome you home from your long journey to London to represent at the Coronation of the King the Local Volunteer and Military forces. And it is pleasant to hear that during your absence in London the conduct of every member of the Hongkong Coronation Contingent has been everything that could be desired. It was my good fortune to be in London, and to see you at that great parade at the Horse Guards, when from every quarter of the earth, paraded by the Prince of Wales and inspected by the Queen, were representatives of over a quarter of a million of Volunteers and Colonial troops of various races, but all united by a common loyalty and readiness to die for that flag that has been, and is, the source of so many of every kind of good to the peoples of every land. I observed that you were so pleased with the great honour and so happy to be in the ranks of the Hongkong Volunteer force. You have had a very good opportunity of seeing the coronation of the King at a time of thrilling interest and of observing that loyalty to the Throne is the very warp and weft of the character of the British people. You have seen London at its best, and you have seen London with hopes crushed and you have seen London with what fortitude

the people bore their great sorrow while His Majesty the King lay in extreme danger—a danger which he himself had caused by his own rashness in leading him through the Valley of the Shadow of Death and enabled him to take and bear his part in that fatiguing, great ceremony with which for a thousand years the Kings and the Queens of England have been crowned. You who have seen all these things will remember whenever you hear the National Anthem that God has indeed saved our King from his extremity and will all the more heartily in the future pray that He may give His Majesty long life. You have also seen something of that great Dominion of Canada and its vast plains, its magnificent mountains and rivers, its boundless possibilities, and its great population of men and women who show the best qualities of our race. And here in this little island of Hongkong you feel as we feel, that while our lives may be short, the present in the very extremity of the Empire, we are all part of one great whole, identical in interests, in spirit and in loyalty. To the employers who have given leave to the Volunteers and who have borne so patiently their prolonged absence, the thanks of the community are due; and you will return to your avocations none the less heartily that you have had a good holiday. I am sorry that the connection of one of your units with Hongkong is soon to be severed, as the Hongkong Regiment is about to be disbanded—a regiment that during its short career has earned nothing but praise and admiration. And now once more I wish you all a welcome home, and I am sure that your joyful journey to London for the Coronation of the King will have in the future for every one of you a pleasant memory.

At the conclusion of his address, His Excellency lifted his hat and gave the order to dismiss the parade. Each unit afterwards marched off to its respective headquarters.

The detachment of the late Chinese (Weihaiwei) Regiment disembarked at Shanghai.

ENQUIRY INTO COLLAPSE OF HOUSES

The official enquiry into the collapse of houses Nos. 30 and 32, Kowloon City Road, was resumed yesterday morning at the Magistrate's Court before Mr. F. A. Hasland, Police Magistrate, and a common jury. Mr. H. L. Dennis, Acting Crown Solicitor, appeared for the Crown; Mr. H. W. Looker, solicitor, on behalf of the architects, Messrs. Leigh and Orange; and Mr. C. D. Wilkinson, solicitor, on behalf of the contractor, the Loong Cheong firm.

Mr. R. K. Light went into the witness-box and gave further evidence of a technical nature. The senior partner of the Loong Cheong firm, the contractor, was named Tam Ling, and he it was who looked after the execution of the work. It was after the case that in a contract the work connected with the various trades included bricklaying, carpentering, etc.—was sublet, but in the present case, so far as witness knew, there had been no sub-contracting. Section 48 of the regulations provided for the use of the best Canton red brick, but there were more than one class of that kind of brick, the difference coming in the clay and the burning. There were three grades, so to speak, and the difference in the price of each might be about \$10 per 10,000; thus, if the finest grade cost \$55 per 10,000, the second grade would run about \$55. Canton red brick was always cheaper in winter than in summer, and the price just now of 10,000 of the finest grade would run from \$55 to \$70; the main quantity of Amoy bricks purchased in Hongkong would cost about \$155. Shell-lime (used in the making of mortar) as employed in Hongkong, sometimes contained foreign mixtures which impurities all tended to reduce the utility of the lime, the quality of which had also deteriorated of late years in the Colony. The houses in Kowloon City Road were "green" or new work, but the length of time that a house remained "green" depended on the state of the atmosphere and the weather generally. With reference to Canton bricks, witness continued, these were not uniform in size, nor were they properly proportioned with regard to their length, width, and thickness. The result of building with ill-proportioned bricks was the leaving of wide joints, so necessitating the use of a greater quantity of mortar; varying in size as they did, the bricks further necessitated wide, horizontal joints, which made proper bonding difficult. As to the mortar, the wall of No. 30 had been built of cement mortar, it would not have collapsed, but witness did not think it would have stood had it been built of Amoy bricks, though in his opinion they would not have become so rotten to the same extent as Canton red bricks. Amoy bricks also would have allowed of seepage, witness continued, he reiterated his opinion that the coating of tar or paint would have prevented the collapse. With reference to Harry Anderson, the witness declared that he was his duty to watch the building work in the houses. Anderson was first employed to look after the construction of a new wall on the foundation on K.M.L. 69, and when this was nearly finished he was engaged as overseer of the fifty houses on K.M.L. 1,107, 1,108, and 1,118. Office work came in from the Land Investment Co. and finally Anderson had charge as overseer of 118 houses, 50 being in Kowloon City Road and 68 in Hungshing. Anderson had been employed by witness for about three years. His former profession was that of a sailor, and he was a Norwegian by nation.

It was never to another question by Mr. Dennis, witness said that between December, 1901, and March, 1902, the whole 118 houses were under Anderson's charge. At home a select of work looking after such houses would cost about 23 a week—10 a day. Anderson's wage at first was \$2 a day, and \$5 a month, but he was afterwards given a rise of \$12 a month, the \$5 for travelling expenses was included in it.

This concluded the examination of the witness, and Mr. Looker rose to cross-examine Mr. Anderson. Before beginning, however, he drew his attention to a misprint in the published account of Monday's proceedings, the breaking strain of certain tie-rods being set down as 60 tons whereas in reality it was only 30 tons. Mr. Looker then viewed the opportunity as a favorable one for presenting his application that the proceedings of the enquiry should not be published until their conclusion, and then only if the case was held originally liable, on the ground that such publication might prejudice a jury. That was the only reason for the application, and he wished to state that neither

he nor his clients, Messrs. Leigh & Orange, desired on other grounds to stifle the publication of the proceedings of the enquiry. An impression to that effect appeared to have got about, but it was an entirely erroneous one.

Mr. A. Shelton Hooper, secretary of the Land Investment Agency Co., opposed the application, and said that on behalf of his firm he desired that the widest publicity should be given to the proceedings.

The application was again refused, and the enquiry continued.

By Mr. Looker—In Hongkong there were about half-a-dozen really good contractors, and in sending out invitations for tenders the best contractors were selected. Witness considered the Loong Cheong firm one of the best in the Colony for the kind of work in question. In his original application to Government in reference to cross walls in the case of a wall exceeding 35 feet in length, witness had in mind cross walls generally, but was told that for the purposes of appeal he must particularise a case. His view that these cross walls were not necessary was supported by all the architects in the Colony. Previous to that, the question of cross walls had never been raised, and from the date of the appeal till the date of the present enquiry the clause in the Ordinance had never been enforced, although there had been hundreds of opportunities for the Government to enforce it had they wished to. If the wall at No. 30 had had a cross wall, it would have had no appreciable effect whatever in holding it up. The tie-bolts were put in No. 30 for its express object of holding the wall up. Tie-bolts were superior to a cross wall for the purpose of holding a wall up. The bolts on the outside wall at No. 30 were in no way displaced, and that wall was built exactly like the outside wall—the same height and the same thickness. Witness knew of lots of instances of walls with cross walls collapsing. The force that pulled the wash-plates of the bolts through the outer part of the collapsed wall must have been great, but was not equal to the breaking strain of the bolts, none of which failed. Witness mentioned this in order to point out that the means adopted for holding up the wall were sufficient. The tie-bolts were shown in the plan submitted to the D.P.W. All the strain on the gable end of a Chinese house tended to thrust it out; it was really a detriment, as regarded an end wall, to put a cross wall in. There was no necessity under the Building Ordinance to insert tie-rods, and up to the time of the opening of the enquiry the section of the Ordinance relating to cross walls had never been enforced, as far as witness knew, it had never been enforced since the opening of the enquiry. Before commencing work on a house, the plans had to be submitted to the D.P.W., and his permission obtained for the occupation of the house. There was no question of approving plans submitted to the D.P.W. except in so far as seeing that they were in compliance with the Building Ordinance, and the main object of which was the safety of the public. Previous to this summer, witness considered that collapses in the Colony were rare, and from his experience here he should say that No. 30, Kowloon City Road, was better built than the majority of Chinese houses in Hongkong.

After the adjournment for lunch, Mr. Looker resumed his cross-examination. Witness said that one brick was considered inferior to red Canton brick, and was therefore only used for the top of the wall, and was not supported by cross walls, instances were seen in the back walls of Nos. 50, 52, 54, and 56 of K.M.L. 1,108, where the back walls of the two upper floors fell out. Another instance was the back wall of about five houses in Hungshing, where these back walls fell out and where there were cross walls at intervals of about 14 feet. Further instances could be given, but witness did not consider them necessary. The block of houses on K.M.L. 1,107 had been raised by the D.P.W. by a certificate dated 19th March 1902. Witness inspected that block of houses a few days before 11th March, and made a thorough examination of it. No cracks or weaknesses were then apparent in any of the walls; that was witness's final examination. The buildings at that time appeared thoroughly sound, safe, and substantial. At that time, too, the mortar in the outside walls appeared to be well set, and in witness's opinion and from his experience it was good mortar. As to the collapse and after the approval of the houses, there were, to witness's knowledge, no weaknesses apparent in the houses on K.M.L. 1,107. Since the collapse signs of weakness were apparent in the walls of that lot, but were to be seen only in the two gable walls and the back wall. These weaknesses—cracks—were caused by the wet getting into the external walls on the weather side; the other walls on the block were not affected, and were substantially sound. The wall on K.M.L. 1,108 had been raised by the D.P.W. and was in good condition. The wall on K.M.L. 1,108 had been raised by the D.P.W. and was in good condition. The wall on K.M.L. 1,108 had been raised by the D.P.W. and was in good condition.

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looking to a house very different from a Chinese house 15 feet wide, and had it been intended to indicate Chinese houses the Ordinance would not have required a thicker wall than did the Hongkong Ordinance. If the wall had been thicker, witness was of opinion that it still would have collapsed, for the reason that it grew away owing to the squeezing out of the mortar on the outer face. If the mortar at the junction of the ground and first floors squeezed out 1-32nd of an inch, witness proceeded to explain, it would throw the top of the gable wall about 7 1/2 inches out of plumb, a distance that would be sufficient to let down the ends of the roof joists and cause the collapse that took place. The wall that gave way was covered with two coats of plaster, with the object of keeping out the wet. Plaster was the ordinary precaution taken in the case of Chinese houses, or any houses, to keep out the wet; joints of brickwork were usually pointed in cement for the same reason. The architects of the Colony usually adopted plaster for keeping wet out of the walls of Chinese houses, and in the course of witness's 22 years' experience nothing had occurred to lead him to suppose that this was not a sufficient precaution. That precaution had been universally adopted up to the time of these collapses. Since then, witness had already modified his specifications and had already further means for excluding the wet—from external walls. Between 11th March and 18th July, the day of the collapse, witness constantly visited the houses in Kowloon City Road, and in that period noticed no indications of cracks. Had there been any, he must have noticed them. The houses on K.M.L. 1,118, which were across the road from K.M.L. 1,107 and 1,108, were built under the same contract by the same contractor, of similar material and design, and under the same oversight. As far as witness knew, no cracks had appeared in any of the walls of the houses on that block, a fact that he accounted for by the circumstance that these houses faced to the west, and that their verandahs protected the outer wall from the rain. When witness said on the first day of his examination that he had noticed things wrong hundreds of times in respect of these houses in the course of his inspection, he referred to his numerous visits while the houses were in course of construction; it was exceptional to go on to a "job" without having some fault to find, and he always tried to have the fault rectified. If anything was palpably wrong, he called it to the attention of the contractor, and the pulling down and rebuilding of the gable wall of the northernmost house on K.M.L. 1,108. This concluded the day's proceedings, and the enquiry was adjourned till next Tuesday.

HONGKONG HOCKEY CLUB.

ANNUAL MEETING.

The annual meeting of the Hongkong Hockey Club was held yesterday evening in the Cricket Pavilion. Mr. J. B. Bateson presided, and there were also present Lieut. Thornhill, Mr. T. C. Gray, Lieut. Macdonald, Mr. Carter, R.N., Mr. C. P. Chatter, Mr. P. Dow, and Mr. J. Hooper, Hon. Secretary and Treasurer.

The Hon. SECRETARY read the minutes of last meeting, and they were approved. The CHAIRMAN moved the adoption of the accounts, which showed a balance at credit of the Club of over \$70.

Mr. GRAY seconded, and the motion was agreed to.

Mr. Dow moved the re-election of the officers.

Lieut. MACDONALD seconded, and the motion was agreed to.

Mr. GRAY remarked that it had been suggested by a few gentlemen that there should be some sort of shield competition in connection with the Club on the same lines as that promoted by the Football Club. There were several regiments on this and the Kowloon side who had teams and their would be plenty of ships before long. A shield competition would stimulate interest in the game and if they could get subscriptions he did not see why it should not be set on foot. He would leave the matter to the discretion of the Committee.

The CHAIRMAN suggested that the better course would be for somebody to propose that the Committee make arrangements for some such competition, if they were feasible.

Mr. CHATTER moved accordingly.

Mr. Dow seconded, and the motion was agreed to.

Lieut. THORNHILL reminded the meeting that the Committee would require to meet at an early date for the consideration of the matter; the ships would be down in less than a month and hockey would be going strong.

The CHAIRMAN said he had no doubt that the Hon. Secretary would call a meeting on an early date.

In reply to Lieut. THORNHILL, the Club had got the ground on the same terms as last year, and in the interval the Government had put up posts defining exactly the edges of the ground. They had got it on the same conditions with regard to days, and everything else.

A vote of thanks was awarded the Chairman on the motion of Mr. CHATTER, and this closed the meeting.

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CORRESPONDENCE.

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HONGKONG AND WHAMPOA DOCK CO., LD.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 29th September.

SIR.—Referring to the allusion made to his colleagues at the last ordinary meeting of the shareholders, as men of business and experience, the Chairman, no doubt, meant to imply that implicit confidence should be placed in them as men of superior talents, and a disregard of that fact would be construed by them as a vote of want of confidence as shown by the Chairman's subsequent remarks.

That directors in a public company are generally elected because of their superior administrative capacity is unquestionably true; but to think for one moment that, from amongst the rest of shareholders, there are none to be found of equal, if not superior capacity, is quite erroneous. In his letter in the *Daily Press*, dated 22nd August, a correspondent very properly said about the Chairman of the Dock Co. that it was not his personality that influenced the shareholders, to elect him, but the consideration of his being the representative of a contributing shipping firm.

As a matter of fact, directors have been known to fall into such grave errors, that only men devoid of any reflective faculties are liable to commit. And such errors were perpetrated notwithstanding timely warnings given them, either directly or through the Press, by the rest of the shareholders. The corollary to this is that directors are not always a safe guide to follow. The shareholder must altogether dismiss the idea from his mind that "the directors' interests are the same as his, and that they know more about the Company's affairs than he does." "This supposed unity of interests," as Mr. Spencer says, "often does not exist—the interests of the directors may be in a gaudy way at variance with those of proprietors."

The mere fact that a director, according to the Dock Co.'s articles, is allowed to enter into contracts with the Co. of which he is a director, and participate in the profits of such contracts, should be a conclusive proof that the directors are not after all disinterested in their administration of the Co.'s affairs. It is true that in connection with such contracts, the articles provided that a director's vote will not count, yet the fact remains that he can attend the meeting and take part in the discussion that may arise—thus influencing the vote of his colleagues. And it also must be noted that the Company Ordinance of Hongkong disqualifies a director from remaining on the board. It comes therefore imperative that shareholders should carefully and minutely examine the accounts and reports submitted by the directors at general meetings. The directors by reason of the receiving fees for their services are no more or less servants of the shareholders.

That some of the directors failed to realise their position in a public Co. and thus misused the power intrusted in them has been clearly proved by past and present events, and I have only to cite the authority of that eminent philosopher Mr. Herbert Spencer on this important subject. In his essay on the reform of Company law, he writes—

"So far as I have observed, projects for company-law reform have concerned only the methods pursued in the formation of companies. They have had for their aim to restrain the fraudulent doings of promoters, and to prevent delusion of the public by the parading of apparently responsible directors whose influential names have been indirectly purchased. But no thought appears to have been given to abuses existing in the administrations of established companies. Extremely grave evils are, however, to be observed in these, and it is high time they should be checked. . . . How directorial power should be curbed is a difficult question to answer. More deliberation might perhaps be insisted on. Measures of importance are too easily decided and carried out by boards of directors. Should there not be restraints akin to those which our two legislative houses impose on themselves by requiring a second and a third consideration? That there exists, in some cases at least, as I have ascertained, a course of business which involves re-considerations is true; but something more systematic would probably be beneficial. It may also be reasonably asked whether all measures implying considerable changes, or expenditures of large amounts, should not be referred to the proprietary, whether before a final decision there should not be something like a referendum. . . . But would not anything like a referendum be a great hindrance to business? Hindrance? Yes, this is exactly the thing wanted. Within the last fifty years a hundred millions of capital have been lost from want of such hindrance. Abuses which might readily have been foreseen have arisen from the practice of making the chairman of a board of directors also chairman of the meeting of proprietors—abuses which would not have existed had there been a practice, like that which, in the House of Commons, results in a speaker who is independent alike of the party in power and of the opposition. The present arrangement is consequently absurd. At a periodical gathering of shareholders the directors have to render an account of their stewardship, and to ask for the shareholders' approval of what they have done. Yet such being the purpose it is thought proper that the chief steward shall preside and regulate the proceedings! Of course as chairman he has large power of impeding opponents and aiding those who support the board. He may assert that a speech is out of order, or that it must be ended from lack of time, or that other business must be brought forward, or appointed month-pieces of the board in the meeting may interrupt or contradict, so that, save in cases of extreme misbehaviour arousing

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PROMPT RETURN.

Hongkong, 2nd September, 1902.

The general anger of the proprietary, there is little chance that an opposition will make itself fairly heard. But it needs no detail to show that if you give a board whose doings are to be examined power over the proceedings of the examined body, that power will inevitably be used to hinder investigation and prevent blame. Do I hope for any results from these protests, or any such protests? No: there is a conclusive reason why no changes of the kind required will be made. "Three out of four of our legislators have seats on one or other board of directors: some of them seats on many boards. The reforms made by them in their capacity of legislators would restrict their powers in their capacity of directors. Any one who expects that they will thus sacrifice themselves takes a view of human nature altogether at variance with experience."—Yours, etc.,

CHENGTU.

Chengtui, 4th September.

THE SITUATION.

It is difficult to describe the present situation, or to forecast with certainty the future. The greatest loss of life and property thus far has been in the Kintang and Chungking districts, which lie to the north-east of the capital and within sixty miles from the city. This region has no Protestant missions, but the Roman Catholics are strong, and they have lost in this region over 1,000 members slain, and every chapel outside of the two cities destroyed.

SEVERAL BATTLES.

There have been several battles fought, with varying success, within 20 miles of the city, and the robbers were last week encamped to the number of over 3,000 about eight miles from the city gate. The tactics of these marauders is to plunder the Christians and extort money from the gentry without reference to their religious connections, and if a large body of troops appear, to disperse in small bands and scatter somewhere else. The troops are not attacked unless they outnumber their opponents. This gives the "Feitou" ample opportunity to disperse.

A VILLAGE DESTROYED.

In the Chungking district lives an expectant Father, whose son is studying English and mathematics in the city. His village was attacked, but rallying the "twan," he fought off the "Feitou" for over a week, but the Chungking Magistrate could send no relief and the Imperial troops, though not 20 miles away, dare not go to the relief of the village. The village was mostly destroyed, and many women and children killed, as well as men. There was not a single Christian in the village.

THE PRESIDENT VICEROY.

Lacks decision, and no energetic move is being or has been made. The official in the Foreign Office said that the various district officials do not care to stop these troubles, as they will make money out of it. It looks as though the Foreign Office was also on the make. It is reported that the official of a neighbouring nation was obliged to pay the Foreign Office 200 taels on account of a small theft from a mission. It is needless to say that not a cash of this went to the mission.

THE NEW VICEROY.

Business is seriously affected by these disorders, and everybody looks forward to the coming of the new Viceroy, who is expected about the 18th September. His reputation has extended from Shanghai here, and when he comes the people say he will put down Boxers and robbers.

WILD ROBBERIES.

The Examiner, who is a Banner man, arrived here yesterday. The city is very full of students; about 13,000 are said to have already arrived. But the city is even fuller of wild law. Extraneous reports of outrages are constantly coming concerning places where there is no serious trouble.

THE RICE HARVEST.

has commenced, and through the Tachoua section and Tungchowfu it is about a half crop. But to the west and south of Chengtu it is an unusually good crop.—N. C. Daily News.

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Private advice received from Kashgar state that Captain Miles, IV P.I., who left Tientsin on 21st April to relieve Mr. George Macartney in the Kashgar Agency of the Indian Government, reached his destination a fortnight ago on 18th June. Captain Miles took the Siberian Railway as far as Urumchi, and then went up the Irtysh by steamer to Samarkand. From this base he crossed the Kirgiz Steppe by caravan along the great post-road to Narin passing by Vierny. From Narin he crossed by the Tashkhat and Turgat passes into the valley of the Irtysh. The Russian officials were personified urbanity and kindness throughout the whole journey, and during eight weeks of constant travel Captain Miles was the recipient of boundless hospitality wherever he went.

Mr. and Mrs. Macartney have installed the gallant officer in their comfortable well-furnished house, so that his domestic life has not proved the worry they might otherwise have been in this so-called "back-of-beyond." Our ex-ambassador is the sole Briton within a radius of 250 miles: the little Russian colony established in connection with the Consulate, and a few Swedish missionaries are the only Europeans in this part of Central Asia.

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IN THE SUPREME COURT OF HONGKONG.
IN THE MATTER OF THE WILL OF A. W. A. WOLTERS, DECEASED, AND THE TRUSTS THEREOF.

AND
IN THE MATTER OF THE TRUSTS OF THE TRUSTS OF THE WILL OF A. W. A. WOLTERS, DECEASED, AND THE TRUSTS THEREOF.

TO JOHN WOLTERS AND ALL OTHERS WHO MAY CONCERN.
 NOTICE IS HEREBY GIVEN that the sum of \$2,484 has been paid into Court to the credit of the above mentioned Trust by FRIEDRICH HEINRICH BOHNKE and ANDRAS MATHIAS VALENTINE SCHONMANN, Trustees of the above mentioned Will.

Dated the 23rd day of July, 1902.
DEACON & HASTINGS,
 10, Queen's Road Central, Hongkong.
 Solicitors for the said Trustees.

IN THE SUPREME COURT OF HONGKONG.
IN THE MATTER OF THE ESTATE OF WILLIAM POWER, late of the Empire of China Maritime Customs Service, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 13th day of October, 1902, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Underigned before the said Date.
 Dated this 13th day of August, 1902.
J. W. NORTON-KYSSIE,
 Official Administrator.

BUDWEISER BEER.
 EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER-BUSCH BREWING ASSOCIATION, ST. LOUIS.

F. BLACKHEAD & CO.
 Sole Agents.
 Hongkong, 25th July, 1902.

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.
 No. 39, WINDHAM STREET, HONGKONG.
 Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

It is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash. AGENTS WANTED.
 15 to 25 per cent. Discount Allowed. [1599]

INSURANCES

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.
 TOTAL FUNDS at 31st DECEMBER, 1901, £15,722,693.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
 SUBSCRIBED CAPITAL... 2,750,000 0 0
 PAID-UP CAPITAL... 687,500 0 0
 II. FIRE FUNDS... 2,695,548 5 2

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.
 Hongkong, 1st July, 1902. [1796]

SALAMANDER FIRE INSURANCE COMPANY.
 THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HCTZ, S. JACOB & CO., Agents.
 Hongkong, 2nd April, 1900. [29]

PHENIX FIRE OFFICE.
 THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARPAIK & CO., Agents for the Phoenix Fire Office.
 Hongkong, 17th August, 1897. [28]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838).
 THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.
 Hongkong, 7th February, 1901. [472]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.
 THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.

HOTZ, S. JACOB & CO., Agents.
 Hongkong, 1st September, 1902. [2327]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
 THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.

SIEMSEN & CO., Agents.
 Hongkong, 16th November, 1872. [25]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
 THE Undersigned AGENTS of the above Company are PREPARED to ACCEPT Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.
 Hongkong, 20th May 1895. [27]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.
 THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
 Hongkong, 21st April, 1897. [118]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1851.
 Cash Security... £262,719
 Total Losses Paid... £26,769,240

WM. MEYERINK & CO., Agents.
 Hongkong, 22nd July, 1902. [1427]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
 ASSETS EXCEED TEN MILLIONS STERLING.
 THE Undersigned having been appointed AGENTS are prepared to ACCEPT FOREIGN and CHINESE RISKS against FIRE, at Current Rates.

WM. MEYERINK & CO., Agents.
 Hongkong, 3rd June, 1902. [2378]

SUN INSURANCE OFFICE, LONDON. FOUNDED 1710.
 THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
 Hongkong, 10th May, 1892.

THE BEST THE OLDEST THE CHEAPEST BELT IN THE WORLD

GANDY'S

"THE GANDY BELT," ENGLAND.

SOLE AGENTS: LUTGENS, EINSTMAN & CO., 119-11, HONGKONG.

HONG CHEONG & CO., TAILORS, DRAPERS AND OUTFITTERS.
 ESTABLISHED IN HONGKONG FOR OVER 30 YEARS.
 Clothing made to fit to perfection. Silk Goods of all kinds. Chinese Grass Cloth and Embroidery.
 Address—Nos. 60 and 62, QUEEN'S ROAD CENTRAL (South side).
 Hongkong, 6th September, 1902. [239]

THE SEVEN SECRETS.

BY WILLIAM LE QUEUX
 (Author of "The Under-Secretary," "The Day of Temptation," "Of Royal Blood," "Whose Findeth a Wife," &c., &c.).

[COPYRIGHT.]
 CHAPTER XX.
 MY NEW PATIENT.

In the feverish restlessness of the London night, with its rumbling market-wagons and the constant tinkling of cab bells, so different to the calm, moonlit stillness of the previous night in rural England, I wrote a long explanatory letter to my love.

I admitted that I had wronged her by my apparent coldness and indifference, but sought to excuse myself on the ground of the pressure of work upon me. She knew well that I was not a rich man, and in that slavery to which I was now tied I had in the object of my affection a most arduous task.

Placed before her in the dawn of the day of our wedding, the snug country cottage with an old-fashioned comfortable house in one of the quiet villages of smaller towns in the Midlands. In those days she had been just as enthusiastic about it as I had been. She hated town life, I knew, and even if the wife of a country doctor is allowed few diversions she can always form a select little tea-and-tennis circle of friends.

The fashion nowadays is for girls of middle-class to regard the prospect of becoming a country doctor's wife with considerable hesitation. "Too slow," they term it; and declare that to live in the country and drive in a governess cart is synonymous with being buried. Many girls marry just as servants change their places in order "to better themselves"—and alas! that parents encourage this latter-day craze for the artificiality and glitter of town life.

The part of the woman to assume a position to which neither birth nor wealth entitled her. To the general rule, however, my love was an exception. Times without number had she declared her anxiety to settle in the country, for being country born and bred she was an excellent house-woman, and in every essential a thorough English girl of the Grass Country, fond of a run with either fox or other hounds; therefore, in suburban life at few she had been entirely out of her element.

In this letter I wrote, composing it slowly and carefully for like most medical men I am a bad hand at literary composition—I sought her forgiveness, and asked for an immediate interview. The wisdom of being so precipitous never occurred to me. I only knew that in those night hours over my pipe I had discovered among the "dead" man's effects and determined that while I sought reconciliation with Ethelwynn I would keep an open and watchful eye upon Mary and her fellow conspirator.

The suggestion that Ethelwynn, believing herself forsaken, had accepted the declarations of a man she considered more worthy than myself lashed me to a frenzy of madness. He should never have her, whoever he might be. He had been mine, and should remain so, come what might. I added a postscript, asking her to wire me permission to travel down to Liverpool to see her, then sealing up the letter I went out along the Marylebone Road and posted it in the pillar-box, which I knew was cleared at five o'clock in the morning.

It was then about three o'clock, calm but rather overcast. The Marylebone Road had at last become hushed in silence. Wagons and cabs had both ceased, and save for a solitary policeman here and there the long thoroughfare so full of traffic by day was utterly deserted.

I was standing on the step, and she was on the pavement, having evidently approached from the opposite direction. She stood with her back to the street lamp, so I could discern nothing of her features. Only her voice told me that she was mine.

"Oh, he's very ill," she replied anxiously. "He was taken queer at eleven o'clock, but he wouldn't hear of me coming to you. He's one of those men who don't like doctors."

"Ah!" I remarked. "There are many of his sort about. But they are compelled to seek our aid now and then. Well, what can I do for you? I suppose you want me to see him—eh?"

"Yes, sir, if you'd be so kind. I know it's awfully late, but as you've been out perhaps you wouldn't mind running round to our house. It's quite close, and I'll take you there. She spoke with the peculiar drawl and dropped her 'h's' in the manner of the true London-bred girl.

"I'll come if you'll wait a minute," I said, and then leaving her outside I entered the house and obtained my thermometer and stethoscope.

When I rejoined her and closed the door I made some inquiries about the sufferer's symptoms, but the description she gave me was so utterly vague and contradictory that I could make nothing out of it. Her muddled idea of his illness I put down to her fear and anxiety for her parent's welfare.

She had no mother, she told me. And her father had, of late given way just a little to drink. He used "the Haycock, in Edgware Road," and she feared that he had fallen among a hard-drinking set. He was a pincorner, master, and had been employed at Brunswick for eighteen years. Since her mother died, six years ago, however, he had never been the same.

"It was then that he took to drink?" I hazarded.

"You" she responded. "He was devoted to her. They never had a wry word."

"What has he been complaining of? Pain in the head—or what?"

"Oh, he's seemed thoroughly out of sorts," she answered after some slight hesitation, which struck me as peculiar. She was greatly agitated regarding his illness, yet she could not describe one single symptom clearly, the only direct statement she made was that her father had certainly not been drinking on the previous night, for he had been at home ever since he came home from the works, as usual, at seven o'clock.

As she led me along the Marylebone Road, in the same direction as that I had just traversed—which somewhat astonished me—I glanced surreptitiously at her, just at the moment when we were approaching a street lamp, and saw to my surprise that she was a sad-faced girl whose features were familiar. I recognised her in a moment as the girl who had been my fellow passenger from Brighton on that Sunday night.

Her hair, however, was dishevelled, as though she had turned out from her bed in too great alarm to think of tidying it. I was rather surprised, but did not claim acquaintance with her. She led me past Madame Tussaud's, around Baker Street Station and then into the maze of those small cross-roads that lie between Upper Baker Street and Lisson Grove, until she stopped before a small, rather respectable-looking house, half way along a short side street, and taking her key from her pocket entered.

The small hall it was, gasp, but she struck a match and lit a cheap paraffin candle which stood there in readiness, then led me upstairs to a small sitting-room on the first floor, a dingy, stuffy little place of a character which showed me that she and her father lived in lodgings. She set the lamp on the table, and saying that she would go and acquaint the lady with my arrival, went out, closing the door quietly after her. The room was evidently the home of a student, for, upon a wall, for in a small deal box on a wall, I was rather surprised, but did not claim acquaintance with her. She led me past Madame Tussaud's, around Baker Street Station and then into the maze of those small cross-roads that lie between Upper Baker Street and Lisson Grove, until she stopped before a small, rather respectable-looking house, half way along a short side street, and taking her key from her pocket entered.

The only illumination was a single night-light burning in a saucer, casting a faint, uncertain light over everything, and shaded with an open book so that the occupant of the bed lay in deepest shadow. Unlike what one would have expected to find in such a house, an iron bedstead with brass rail, the bed was a great old-fashioned one with heavy wool damask hangings; and advancing towards it, while the girl retired and closed the door after her, I bent down to see the initials on the pillow.

In the shadow I could just distinguish a dark-haired face on the pillow, whose appearance was certainly not prepossessing.

"You are not well?" I said inquiringly, as our eyes met in the dim half-light. "Your daughter is distressed about you."

"Yes, I'm a bit queer," he growled. "But she needn't have bothered you."

"Let me remove the shade from the light, so that I can see your face," I suggested.

"It's too late to see anything," he answered. "No, I can't bear the light. You can see quite enough of me here."

"Very well," I said reluctantly, and taking his wrist in one hand I held my watch in the other.

"I fancy you'll find me a bit feverish," he said in a curious tone, almost as though he were joking, and by his manner I at once put him down as one of those eccentric persons who are sceptical of any belief in the efficacy of medicine.

"No, I can't see anything," he answered. "No, I can't bear the light. You can see quite enough of me here."

"Very well," I said reluctantly, and taking his wrist in one hand I held my watch in the other.

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"DARTING" LANOLINE
 Natural Toilet Preparations.
 "DARTING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.
 "DARTING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.
 Wholesale: 57, Holborn Viaduct, E.C.
 [1638]

JAPAN COALS.
mitsui BUSSAN KAISHA (MITSUI & CO.)
 HEAD OFFICE: 43, SAKAMOTO-CHO, TOKYO.
 LONDON BRANCH: 34, LIME STREET, E.C.
 HONGKONG BRANCH: PRINCE'S BUILDINGS, 108, HONG KONG STREET.
 OTHER BRANCHES:
 New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Nanking, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.
 Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).
 CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
 SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Iohimaru, Kanada, Kishima, Namada, Maunoura, Onoura, Otsuji, Sasahara, Teubakuro, Yoshinotani, Yoshio, Yuzukihara, and other Coal.
 N. INUZUKA, Manager, Hongkong.

D. G. GEORGACAPULO'S
 IMPORTED EGYPTIAN CIGARETTES.
 THE RECOGNISED LEADING CIGARETTE, MADE IN CAIRO.
 SEE THAT ALL PACKETS BEAR THE EGYPTIAN GOVERNMENT STAMP THE ONLY GUARANTEE OF ORIGIN.
 SOLE IMPORTERS—
MESSRS. LANE, CRAWFORD & CO.
 HONGKONG. [2292-2]

NOTICE.
 THE undersigned's Resignation was in the hands of the Equitable Life Assurance Society of U.S.A. last month. His connection with the Society is finally closed.
 K. KIRBY
 Hongkong, 19th September, 1902. [2523]
M. CHADWICK KEW
 DENTAL SURGEON.
 No. 39, QUEEN'S ROAD CENTRAL.
 Office Hours—9 A.M. to 5 P.M.
 Hongkong, 19th March, 1902. [2458]
SCIENTIFIC
 SURGEON DENTIST.
 No. 10, PAGUIAR STREET.
 TERMS VERY MODERATE.
 Consultation Free.
 Hongkong, 22nd September, 1902. [2525]

THE HONGKONG STUDIO.
 PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.
 PHOTOGRAPHY in all its Branches. Groups and Interiors a Specialty. Large Selection of Views.
 TOP STORES 41 & 43, QUEEN'S ROAD CENTRAL, Hongkong.
 Hongkong, 22nd April, 1902. [1191]
MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.
 CODE WORD: "DOCK," NAGASAKI. A.I. A.B.C. Scott's and Engineering Codes Used.
 DOCK No. 1 (at TATEGAMI).
 Extreme Length... 523 feet.
 Length on Blocks... 513 "
 Width of Entrance on Top... 77 "
 Width of Entrance on Bottom... 77 "
 Water on Blocks at Spring Tide... 264 "
 DOCK No. 2 (at MUKAJIMA).
 Extreme Length... 371 feet.
 Length on Blocks... 350 "
 Width of Entrance on Top... 68 "
 Width of Entrance on Bottom... 53 "
 Water on Blocks at Spring Tide... 22 "
 PATENT SLIP (at KOSUKE).
 Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.
 The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1834
PURE FILTERED HIGH-CLASS AERATED WATERS
 THE very best obtainable. As prepared in the MANCHESTER. Don't fail to try these NEW and DELICIOUS AERATED DRINKS. EXCELLENT and CHEAP.
 Kola, Chambrano, Cherryade, Orangeade, Champagne, Order, Lemon Squash, Superb Ginger Ale, Tonic Champagne, Vanilla Water, Brown Tonic, &c., &c., &c. Please address THE ROYAL AERATED WATER'S MANUFACTORY, WORKS, WEST POINT, OR, P. P. DANENBERG, Telephone, 367. Price List and Order-book on Application. [2486]
PURE FRESH WATER
 THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Bolls.
 Call Flag W.
 J. W. KEW, Manager, 20, Des Voeux Road, Hongkong, 18th June, 1902. [185]

THE CHRONICLE AND DIRECTORY
 CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., &c.
 WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1902.
 THE FORTIETH ANNUAL ISSUE.
 The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in such cases as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES for the Tourist, giving every detail in connection with the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts correctly set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

The CHRONICLE and DIRECTORY, although printed in smaller type than formerly and condensed in every possible manner, contains every year more pages.
 Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,574, \$5.00. Directory only pp. 1,172, \$5.00.

"PEKING AND TIENTSIN TIMES."
 DAILY EDITION.
 NOTICE IS HEREBY GIVEN that on or about 1st OCTOBER, 1902, the "PEKING AND TIENTSIN TIMES" will be issued DAILY as well as weekly.
 The Daily Issue will be Crown size of 8 or more pages with 3 columns of printed matter on each page (about the size of the "North China Herald," or "Celestial Empire").
 TERMS (exclusive of Postage):
 Yearly... \$20.
 Half-Yearly... \$10.
 Quarterly... \$5.
 Monthly... \$2.
 For Issue... 10 Cents.

TARIFF OF ADVERTISEMENTS ON APPLICATION.
 HEAD OFFICE: THE TIENTSIN PRESS, Tientsin, 16th September, 1902. [2574]

OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 16th October.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

TO	STEAMERS	DATE
LONDON	"DIOMED"	On 1st October.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 28th October.
LONDON	"AGAMEMNON"	On 24th November.
LIVERPOOL DIRECT	"MACHAON"	On 20th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
 AGENTS.
 Hongkong 1st October, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"HYSON"	On 1st October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 30th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOREA, and YOKOHAMA	"HYSON"	On 1st October.

The S.S. "HYSON" left Singapore on 25th inst., and is due here on the 1st prox.
 For Freight, apply to
BUTTERFIELD & SWIRE,
 AGENTS.
 Hongkong, 27th September, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	DATE
NINGPO and SHANGHAI	"KANSHU"	On 1st October.
SHANGHAI	"WOOSUNG"	On 2nd October.
Kobe	"TAIYUAN"	On 4th October.
Manila	"SUNGKIANG"	On 6th October.
Tientsin	"KWEIYANG"	On 11th October.
PORT DARWIN, COCOETOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 24th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
 Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
 See Special Advertisement.
 For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
 AGENTS.
 Hongkong, 30th September, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	DATE
TAMSWI, VIA SWATOW	"DAIOI MARU"	SUNDAY, 5th
TAMSWI, VIA SWATOW	"DAIJI MARU"	SUNDAY, 12th
ANPING, VIA SWATOW	"MAIZURU MARU"	WEDNESDAY, 1st
FOODROW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 8th

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
 All Passengers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
 Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tsimshui to land all passengers and cargo.
 By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
 For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.
 Hongkong, 28th September, 1902.
 T. ARIMA, Manager.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG, 1902.	DATE
"HILLGLEN"	About 13th Oct.
"LOTHIAN"	13th Oct.
"LOWTHER CASTLE"	20th Oct.
"BOBBIE KNIGHT"	15th Nov.
"OBONO"	To follow.
"GROYDON"	To follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
 Agents.
 Hongkong, 1st October, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, NANTES, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 6th October, 1902, at 1 P.M., the Company's Steamship "OCEANIC", Captain Rimes, with Mails, Passengers, Space and Cargo, will leave this Port for MARSEILLES, via BORDEAUX.
 This Steamer connects at BORDEAUX with the S.S. "Armstrong", which will take on for Passengers and Mails, leaving that port on the 18th October, direct to San Francisco and the West Coast of America.
 Cargo and Space will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Space and Passages until 3 P.M. on the 5th October. (Passes are not to be sent on board, they must be left at the Agency's Office.) Consignments and Value of Packages ascertained.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 23rd September 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 TRIESTE AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.)
 The Company's Steamship
 Captain Mocosi, will be despatched as above on TUESDAY, the 21st October, P.M.
 This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor.
 For Information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
 Agents.
 Hongkong, 30th September, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.
 AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.
 Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.
 NEXT SAILINGS.
 "TAIYUAN" ... 24th October.
 "TAINAN" ... 15th November.
 "CHANGSHA" ... 8th December.
 Superior accommodation, including Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.
BUTTERFIELD & SWIRE,
 AGENTS.
 CHINA NAVIGATION CO., LD.
 Hongkong, 17th September, 1902.

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
 Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.,
 Sole Agents.
 Hongkong, 17th May, 1902.



TOYO KISEN KAISHA.
 (ORIENTAL S.S. CO.)
 REGULAR SERVICE BETWEEN HONGKONG AND MANILA.
 The Company's well-known Steamship
 "ROSETTA MARU,"
 3,878 Tons.
 Captain Tate, will be despatched for MANILA on MONDAY, the 6th inst., at 3 P.M.
 Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.
 For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
 Agents.
 Prince's Buildings, Lee House Street.
 Hongkong, 1st October, 1902.

"GLEN" LINE OF STEAMSHIPS.
 FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship
 "GLENESK,"
 Captain Rafferty, will be despatched as above on SATURDAY, the 11th October.
 For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
 Hongkong, 23rd September, 1902.
 "GLEN" LINE OF STEAMSHIPS.
 FOR LONDON VIA SUEZ CANAL.
 THE Steamship
 "GLENHARRY,"
 Captain Holman, will be despatched as above on WEDNESDAY, the 15th October.
 For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
 Hongkong, 26th September, 1902.

STEAM FOR ODESSA.
 THE New Russian Steamer
 "KNIAS GORTSCHAKOW,"
 3,287 Tons Gross Register,
 will be despatched for ODESSA VIA PORTS OF CALL on or about 15th October.
 For Freight and further Particulars, apply to—
BRADLEY & CO.,
 Agents.
 Hongkong, 15th September, 1902.

REGULAR SERVICE
 FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.
 TO NEW YORK VIA SUEZ CANAL.
 (With Liberty to call at PHILIPPINE PORTS.)
 The following Steamers will be despatched as above, carrying Cargo at current rates.
 Proposed Sailings from Hongkong.
 S.S. "INDRAWADI" Oct. 1902.
 For Freight and further information, apply to
JARDINE, MATHESON & CO.,
 Agents. "Indra" Line, LD.
 1296

NATAL LINE OF STEAMERS.
 THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with the CHINA STAN NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.
 NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Yessels during their stay in Hongkong Harbour:
 ALLAS, American ship, McKay—Standard Oil Co.
 ASTORIA, American ship, Dunham—Standard Oil Co.
 KELAT, British ship, J. Hughes—Order.
 MANUEL LLAGUNA, American ship, Nicholls—Standard Oil Co.

TRUE HAIR GROWER
 When I was bald I came into possession of the secret of a genuine hair-grower. My hair grew in about 40 days. Hundreds of other similar cases. I am selling this wonderful preparation for 1/6 per bottle. It will put you on a trial box. It is a real hair-grower. Try it, as I did, and you will be convinced.
 JOHN MARBLE-BURLEIGH,
 120, St. Martin's Lane, London, W.C.

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 (Chinese Daily Press).
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 Documents translated from or into Classic or Colloquial Chinese.

UNART PIRE & WILS, ICELMS
 Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
 Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.,
 Sole Agents.
 Hongkong, 17th May, 1902.
BEKANNTMACHUNG.
 DIE BEKANNTMACHUNG aus dem deutschen Handelsregister sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden im Jahre 1902 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.
 Swatow, den 16. December 1901.
 DER KAISERLICH DEUTSCHE KONSUL, STREICH.

NOTICES TO CONSIGNEES.

PHILIPPINE TRANSPORTATION AND CONSTRUCTION CO.

FROM NEW YORK.
 THE Steamship
 "CHARLES TIBBERGHIE,"
 having arrived from the above port, Consignees of General Cargo are hereby informed that their Goods, with the exception of Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
 All ship-damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognised, and Goods remaining undelivered will be subject to rent.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by the undersigned.

ARNHOLD KARBURG & CO.,
 Agents.
 Hongkong, 27th September, 1902.
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
 THE Company's Steamship
 "NAMSANG,"
 having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside on board after 4 P.M., the 30th inst., will be landed at Consignees' risk and expenses into Godowns at East Point.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,**
 General Managers.
 Hongkong, 27th September, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.
 Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
 This vessel brings on Cargo:
 From London, &c., ex S.S. "Arcadia."
 From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.
 Optional goods will be landed here unless instructions are given to the contrary before 5 P.M. to-day, 26th inst.
 Goods not cleared by the 2nd October, at 4 P.M., will be subject to rent.
 No Fire Insurance will be effected by me in any case whatever.
 All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within seven days of the vessel's arrival, after which no claims will be recognised.
 E. A. HEWITT,
 Superintendent.
 Hongkong, 26th Sept. 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
 "GLENARTNEY,"
 having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
 Goods not cleared by the 5th October will be subject to rent.
 No Fire Insurance will be effected.
 All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.
MCGREGOR BROS. & GOW,
 Hongkong, 29th September, 1902.

HONGKONG.
 Afton, British ship, 2,262, McGregor, Sept. 27.
 Shawan, Tones & Co.
 Ailsa Craig, British ship, 2,166, Moody, Sept. 27.
 M. B. Kaisha
 Athenian, British ship, 2,440, Mowatt, Sept. 28.
 C. P. R. Co.
 Canton, British ship, 1,110, Stalker, Sept. 21.
 Jardine, Matheson & Co.
 Chinkiang, British ship, 1,240, Stringer, Sept. 29.
 Butterfield & Swire
 Chwenshan, British ship, 1,222, Morehouse, Sept. 26.
 Bradley & Co.
 Deuteros, German ship, 1,001, Frahm, Sept. 16.
 Siemens & Co.
 Derawongse, German ship, 1,157, Kampel, Sept. 25.
 Melchers & Co.
 Diomed, British ship, 1,005, Thompson, Sept. 29.
 Butterfield & Swire
 Doris, Norwegian ship, 965, Jacobsen, Sept. 30.
 Order.
 Eastern, British steamer, 3,590, Ellis, Sept. 28.
 Gibb, Livingston & Co.
 Elita Nossok, German ship, 1,161, Brala, Sept. 23.
 East Asiatic Trading Co.
 Empress of China, British ship, 3,003, Archibald, Sept. 30.
 C. P. R. Co.
 Glenartney, British ship, 1,943, Stevenson, Sept. 29.
 McGregor Bros. & Gow
 Hongkong, French ship, 862, Fannier, Sept. 29.
 A. B. Mary
 Hudson, British ship, 2,375, Ross, Sept. 18.
 Standard Oil Co.
 James Brand, British ship, 2,512, Torrence, Sept. 23.
 Meyer & Co.
 Kansu, British ship, 1,142, Baddeley, Sept. 22.
 Butterfield & Swire
 Keelung Maru, Japanese ship, 1,184, Sobajima, Sept. 24.
 Toyo Kisen Kaisha
 Kwanglo, Chinese ship, 1,467, Lincoln, Sept. 26.
 Chinese
 Malacca, Japanese ship, 667, Saito, Sept. 29.
 Mitsui Bussan Kaisha
 Mongkut, German ship, 859, Gotsche, Sept. 29.
 Melchers & Co.
 Namsang, British ship, 2,518, Payne, Sept. 26.
 Jardine, Matheson & Co.
 Paknam, German ship, 1,250, Deane, Sept. 30.
 Chinese
 Peluse, British ship, 170, Connell, Sept. 30.
 Arnold, Karberg & Co.

Uira C. Khas, German ship, 1,012, Brulu, Sept. 29.
 Butterfield & Swire
 Prinz R. Luitpold, German ship, 3,920, Cessolmann, Sept. 30.
 Melchers & Co.
 Pronto, German ship, 632, Grandt, Sept. 26.
 Siemens & Co.
 Rajahmundry, German ship, 1,189, Wendig, Sept. 29.
 Melchers & Co.
 Reik, Norwegian ship, 725, Olsen, Sept. 29.
 Chinese
 Rubi, British steamer, 1,611, Almond, Sept. 30.
 Shawan, Tones & Co.
 Sei Pontianak, Dutch ship, 233, Deane, Sept. 16.
 Carlowitz & Co.
 Shianan Maru, Japanese ship, 6,387, Curran, Sept. 27.
 Nippon Yusen Kaisha
 Tachibana, German ship, 808, Schmitz, Sept. 26.
 Butterfield & Swire
 Talyuan, British ship, 1,459, Dawson, Sept. 27.
 Butterfield & Swire
 Takung, British ship, 980, Baker, Sept. 23.
 Jardine, Matheson & Co.
 Totartos, German ship, 1,578, Dinse, Sept. 28.
 Siemens & Co.
 Tooman, Chinese ship, 942, Barlow, Sept. 30.
 Chinese
 Triumph, German ship, 769, Hansen, Sept. 30.
 Jensen & Co.
 Wingwang, British ship, 1,517, Sellar, Sept. 29.
 Jardine, Matheson & Co.

SAILING VESSELS.
 Atlas, American ship, 1,352, McKay, July 14.
 Standard Oil Co.
 Astral, American ship, 2,887, Dunham, Sept. 12.
 Standard Oil Co.
 Grosvenor, British barge, 516, Boga, June 13.
 Order.
 Kelat, British ship, 1,822, Hughes, July 23.
 Order.
 Luzon, American barge, 1,330, Park, Aug. 20.
 Master
 Mangel Liguano, Amer. ship, 1,463, Nicholls, July 31.
 Standard Oil Co.
 Vale of Doon, Sarawak barge, 689, Petersen, July 1.
 Sander, Wiler & Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,900 h.p., Comdr. S. E. Erskine, at Weihaiwei.
 Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Woonung.
 Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, at Hongkong.
 Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Hongkong.
 Arothas, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, at Shanghai.
 Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, B.N., at Weihaiwei.
 Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 2,411 h.p., Capt. F. G. Stopford, at Hongkong.
 Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leake, at Sinohe.
 Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, at Weihaiwei.
 Crosser, cruiser, 12,000 tons, 14 guns, 11,000 h.p., Capt. Henry M. T. Taylor, at Hongkong.
 Eolippe, cruiser, 5,600 tons, 11 guns, Captain Stokes, on Yangtze.
 Espargue, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, en route Hongkong.
 Faras, torpedo-boat destroyer, 300 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Cyrus Asser, at Weihaiwei.
 Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, at Shanghai.
 Fishguard, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.
 Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, Japan.
 Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, O.M.G., at Weihaiwei.
 Hardy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
 Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Weihaiwei.
 Humbler, storeship, 1,640 tons, Comdr. John D. Daintree, at Weihaiwei.
 Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.
 Kinshia, river gunboat, 331 tons, Lieut. Comdr. G. B. Powell, on Yangtze.
 Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, at Sinohe.
 Mutine, sloop, 980 tons, 10 guns, Comdr. C. W. M. Henderson, at Weihaiwei.
 Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Richard W. White, at Weihaiwei.
 Otter, torpedo-boat destroyer, 350 tons, in reserve.
 Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei.
 Pique, cruiser, 3,600 tons, 8 guns, 7,900 h.p., Capt. H. C. Reynolds, on Yangtze.
 Rambler, surveying-ship, 580 tons, Capt. Morris E. Smyth, Japan.
 Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S. Aubyn Wake, at Newchwang.
 Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John P. Irven, West River.
 Rosario, sloop, 850 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Beijing Sea.
 Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Murray MacG. Luckhart, West River.
 Saipao, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.
 Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve.
 Talbot, cruiser, 5,800 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, at Weihaiwei.
 Tamar, receiving ship, 4,800 tons, 6 guns, Comdr. Robinson, A.D.C., at Hongkong.
 Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. R. W. Delgaty, on Yangtze.
 Tweed, gunboat, 362 tons, 3 guns, 200 h.p., at Jolung.
 Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farnham, Straits.
 Waterwitch, surveying ship, 630 tons, 450 h.p., Lieut. Comdr. E. C. Hardy, at Weihaiwei.

Whiting, torpedo-boat destroyer, 300 tons, 6 guns, 5,900 h.p., Lieut. Comdr. C. F. Mansel, at Weihaiwei.
 Wivern, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong.
 Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. R. M. E. Chalkott, on Yangtze.
 Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Hugh G. Somerville, on Yangtze.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Nakhimoff, Russian cruiser, 9,000 tons, Capt. Tsvetkovsky, en route Vladivostok.
 Albatross, Russian gunboat, 2 guns, 1,200 h.p., Capt. Gunter, at Vladivostok.
 Alouette, French cruiser, 300, Lieut. Aoum Bello, at.
 Animal Charner, French gunboat, 450 tons, Capt. Baehne, at Saigon.
 Annapolis, American gunboat, 1,000 tons, 10 guns, 177 h.p., Comdr. Karl Rohrer, at Uraga.
 Aspid, French gunboat, 475 tons, 3 guns, 450 h.p., Comdr. J. de la Motte, at Saigon.
 Buffalo, American cruiser, Capt. Ross, en route Manila.
 Bengali, French gunboat, 580 tons, Lieut. Fille, at Pakhoi.
 Bohr, Russian gunboat, 950 tons, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodate.
 Brooklyn, American (flagship) armoured cruiser, Captain C. C. Told, at Manila.
 Bugeaud, French cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Saigon.
 Bussard, German cruiser, 1,800 tons, 8 guns, Comdr. von Basewitz, at Tientsin.
 Chasseloup Laubat, French cruiser, 3,800 tons, Capt. De Keping St. Luc, at Saigon.
 Comete, French gunboat, Capt. Loun, in Gulf of Tonkin.
 Decade, French gunboat, 690 tons, 6 guns, Capt. Lescaze, at.
 D'Entrecasteaux, Frenchship, 8,100 tons, 14 guns, 13,500 h.p., Capt. D. du Fournet, at Chofu.
 Descurtes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, at Saigon.
 Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, 34 guns, 7,000 h.p., Comdr. M. van der Scharff, at Singapore.
 Dia, Portuguese gunboat, 720 tons, Capt. P. d'Almeida, at Shanghai.
 Don Juan de Austria, American gunboat, Com. Bowman, at Manila.
 Edouard, French cruiser, 8 guns, 2,050 h.p., Capt. Tozier, at Taku.
 Frigate, French cruiser, 4,000 tons, Capt. Adam, at Nagasaki.
 First Bismarck, German flagship, Vice-Admiral Bendaemont, 11,000 tons, 30 guns, Capt. Friederich, en route Kiaochoo.
 Gajnamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Sorbentoff, at Port Arthur.
 Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Hillbrand, at Woonung.
 General Alava, American gunboat, 1,800 tons, Lieut. Comdr. W. F. Halsey, at Manila.
 Gromitsky, Russian gunboat, 1,492 tons, 2 guns, 2,500 h.p., Capt. Smirnov, at Shanghai.
 Groumoh, Russian battleship, 12,438 tons, 23 guns, 14,500 h.p., at Port Arthur.
 Gulofen, French cruiser, 820 tons, Capt. De Burg, at.
 Hansa, German cruiser, Rear-Admiral Kirch, 6,800 tons, 30 guns, Capt. Paschen, at Vladivostok.
 Helena, American gunboat, 8 guns, 1,985 h.p., Comdr. R. H. Ingervoll, at Kilo.
 Hertha, German cruiser, 1,100 tons, 30 guns, Capt. Derzewsky, at Tientsin.
 Illis, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Schuler, at.
 Isla de Cuba, American gunboat, 400 tons, Lieut. W. J. Maxwell, at Manila.
 Isla de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila.
 Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Tientsin.
 Kaiserin Augusta, German cruiser, 6,338 tons, 20 guns, 14,000 h.p., Capt. Tagliacozzi, at Singapore.
 Kentucky, American battleship, 11,500 tons, Capt. C. H. Stockton, at Vladivostok.
 Keraint, French gun-vessel, 1,250 tons, 13 guns, 2,200 h.p., Capt. Gollaur, at Balphong.
 Kore-tsu, Russian gunboat, 9 guns, 2,150 h.p., Capt. Novikoff, at Saigon.
 Lion, French gunboat, 710 tons, 4 guns, 500 h.p., Capt. Frost, at Saigon.
 Lombardi, Italian cruiser, 2,900 tons, Captain John Boet, at Chioe.

A WONDERFUL DISCOVERY.

Think of the research and experiment, when, after a long and arduous search, the scientific world has been able to produce a remedy which has been found to be of such great value to mankind. Science has indeed made great strides during the past century, and among these by no means least important discoveries in medicine come that of "Rainier's Kidney and Bladder Pills." This preparation is unquestionably one of the most genuine and reliable of all the remedies ever introduced, and has, we understand, been used by the authorities

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Mr. & G. Cole	Mr. and Mrs. Peech and child
Mr. J. C. Colo	Mr. H. Pilkington
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Mr. & Mrs. C. Chapman	Mr. A. P. E. McDermond
Mr. & Mrs. J. C. Campbell	Mr. Robert Mitchell
Mr. Edgar Cockle	Sturgeon and Mrs. H. L.
Mr. A. P. Comrie	Norris, H.N.
Mr. William A. Crake	Major George Osborn
Mr. J. W. Crouch	R.A.
Mr. & Mrs. and Mrs. Denny.	Mr. W. Otto
	Mr. Leonard D. Philips

D.A.A.G. Hon. B. Murray Burn
Mrs. Edwards Rev. R.N.
Capt. (R.A.) and Mrs. Mrs. W. E. Sawyer
P. H. Fawcett, Mr. A. Sinclair

Lieut.-Col. and Mrs. Rev. & Mrs. W. J.
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Mr. A. Fluke Mr. W. O. C. Spatek
Mr. Andrew Forbes haver

Mr. J. S. The
Mr. and M

and child
Capt. H. B. Hollins-
head, R. A.

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Mrs. Kappeler Jenny	Lieut. Stansbury	
Mr. E. E. Keith	Mr. and Mrs. Ward and children	
Mr. R. H. John	Capt. Whitehead	
two children	Mr. Jas. D. Wilson	
Mrs. Marshall		
HONGKONG REGISTER		
Previous date 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
20.97	20.88	20.91
81	82	81

1000

rainfall	b	b	b
alt.	b	b	b
Highest open air temperature on the 30th 86			
Lowest open air temperature on the 30th 73			
Hongkong Observatory, 30th September.			
-HONGKONG TIDE TABLE.			
From 1st to the 7th October.			
HIGH WATER.		LOW WATER.	
Hongkong	Height.	Hongkong	Height.

Mean Time.	Height.	Mean Time

		h. m.	ft. in.		h. m.	ft. in.
ed.	1	m	8' 44"		2' 6"	0' 0"
			9' 2"		2' 30"	0' 2"
hur	2	m	9' 31"	m	2' 50"	0' 2"
			9' 27"		3' 0"	0' 3"

P.	3	in	10 13	a	4 8	in	3 31	a	0 0
			9 01	a	4 8		3 29	a	0 0
Mat.	4	to	10 53	a	3 8	in	4 11	a	0 1
			9 61	a	4 9		3 57	a	0 9
Ent.	5	in	11 31	a	3 4	in	4 52	a	0 1
			10 38	a	4 9		4 24	a	1 4

IQ ₁	0	0 20	2 0	0	5 35	0 1
		11 4	4 8		4 48	1 5
IQ ₂	7	11 6	2 6	0	6 24	2 3
		11 33	4 6	1	5 9	1 8

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